



Iowa State Legislature
Transportation & Infrastructure & Capital App. Committee
February 12 2009

DART - Regional Success

■ Booming Ridership

- **FY08 4.8 Million Rides – Highest since 1984**
- **13% Growth Double U.S. Avg.**
- **17,500 Daily Rides.**
- **Over 5,000 Bikes on Buses in September**
- **Vanpools up 20%**



■ Growing Fleet

- **153 buses/ 99 vanpools) – up 10%**
- **First Hybrid Transit Bus in Iowa Mid '09**



■ Growing Service

- **Sunday Ridership Exceeding Projections**
- **Downtown “D-Line” Trolley Shuttle – 1,000 a day.**

■ Growing Efficiently

- **Paratransit Program – largest Iowa Medicaid Transportation Provider**
- **Coordinates with 43 sub-recipients for 15,000 trips per month.**



Successful Initiatives In Jeopardy

- **Governor's Proposed Budget Eliminates 2 Programs**

D-Line Downtown Shuttle

- **Ridership Estimate: 500 per day. Actual: 850**
- **DM Register: "Best New Thing for Downtown Des Moines"**
- **Noodle Zoo & Continental hired more lunchtime staff to handle new demand**
- **\$120,000 Request**



Free Ridership Program for State Employees

- **Ridership by State employees went from 75 to 450 per day.**
- **Continued participation could reduce parking capital requirements.**
- **\$50,000 Request**



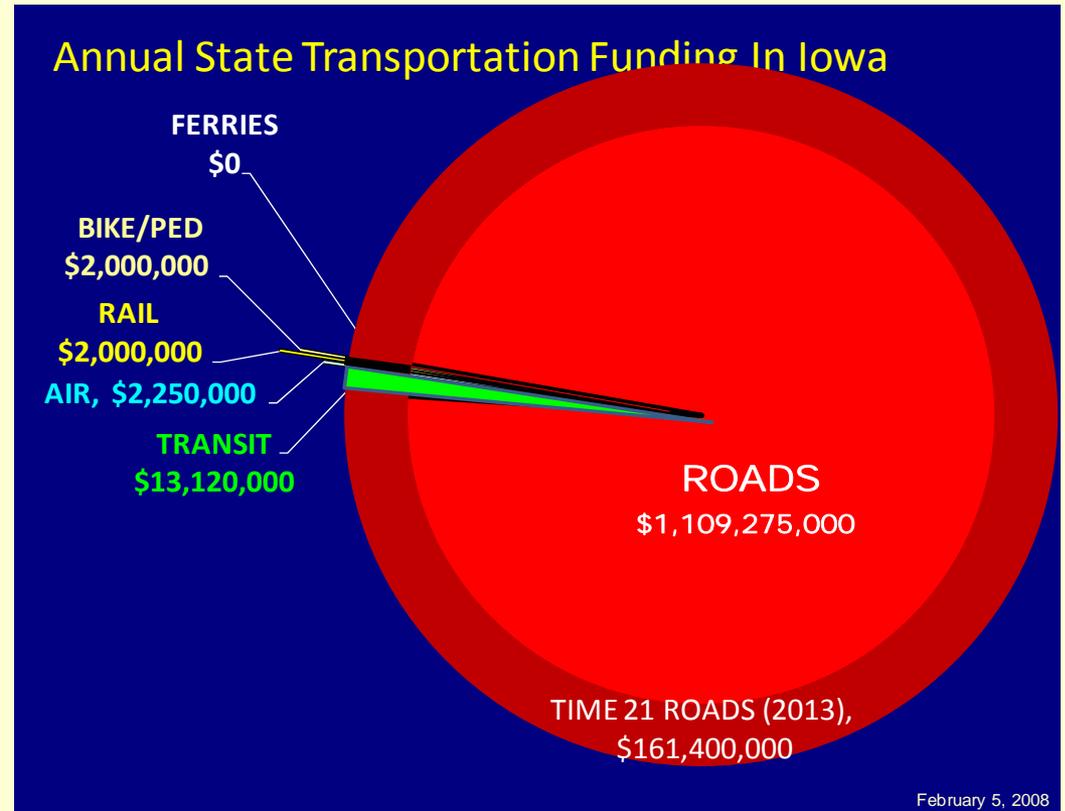
Iowa's Transit – Success But Challenged

- Regional Rural Systems Model for U.S.
- University Systems Top Ranked
- Trips Per Capita:
 - #1 – State College, PA
 - #2 - Ames, IA
 - #3 - Champaign, IL
 - #4 - Iowa City, IA
- Transit Limited in Iowa's Quad Cities
 - Rock Island – 75 buses, 9,000 daily riders, state funds 57% of \$11M budget
 - Davenport + Bettendorf – 29 buses, 4,300 daily riders, state funds 13% of \$5.2M budget



Perfect Storm

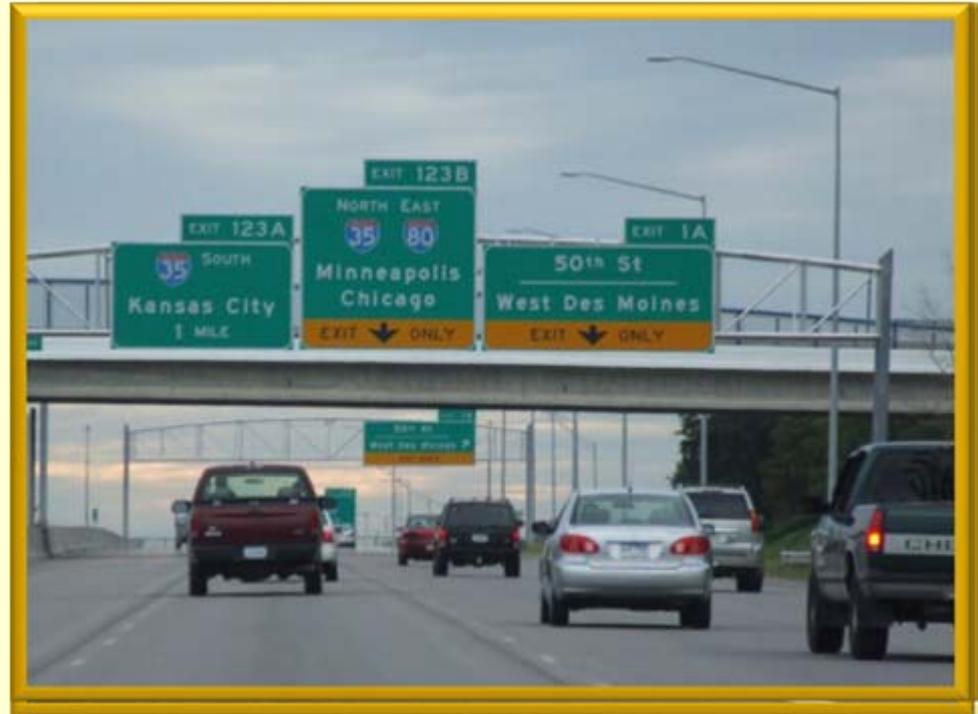
- Like Roads, Transit Infrastructure Investment woefully underfunded...



- Except Perhaps to a Greater Extent

Funding Challenge – Booming Demand

- Ridership remains up >10% even after gas price drop.
- Economic Downturn sending more to transit.
- Increasing Traffic Congestion



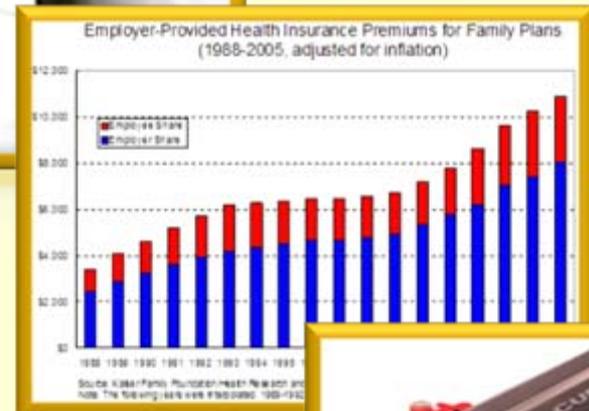
Urbandale Express – Wednesday 11/12/08

Funding Challenge – Increased Costs

- Fuel



- Health Insurance



- Maintenance Costs



Funding Challenge – Property Tax

- Property Tax Reform remains Priority for Legislature
 - Des Moines, Clinton, Ottumwa, Ames, Cedar Rapids, Dubuque, Sioux City, Waterloo & Windsor Heights all have Transit Levy Rates higher than \$0.50.
 - Iowa City, Davenport above \$0.90.
- Recent DART Debate highlights political volatility.

Funding Challenge – No Capital

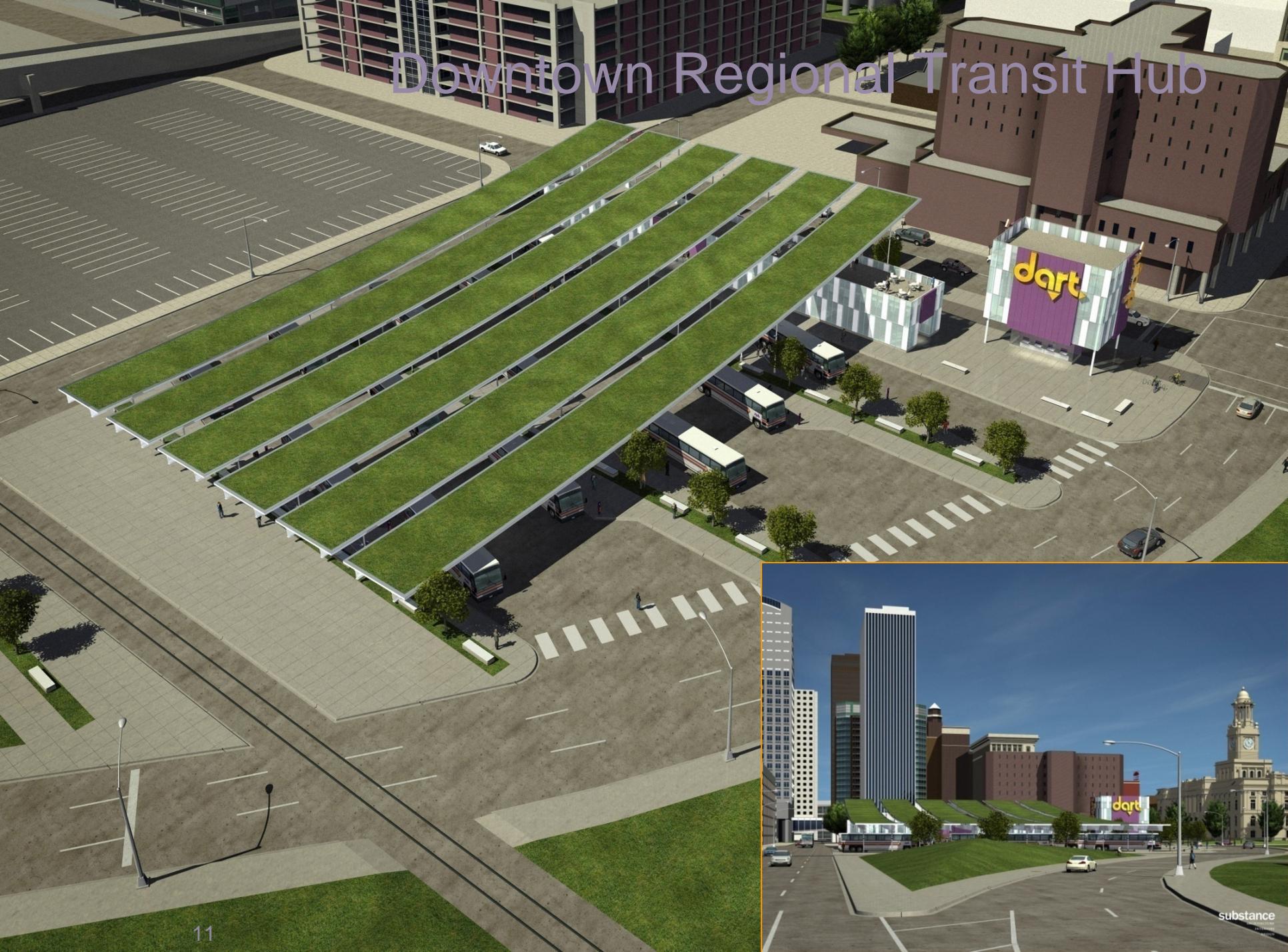
- 59% (957 of 1,624) buses exceed useful life.
- 54% U.S. Buses have AVL Technology – Iowa 0%
- No Expansion Buses from Fed. Earmark in 15 Yrs.
- Federal Stimulus – 250+ Rural & 40+ Urban Buses
Fantastic Progress but leaves 600 buses still to go.

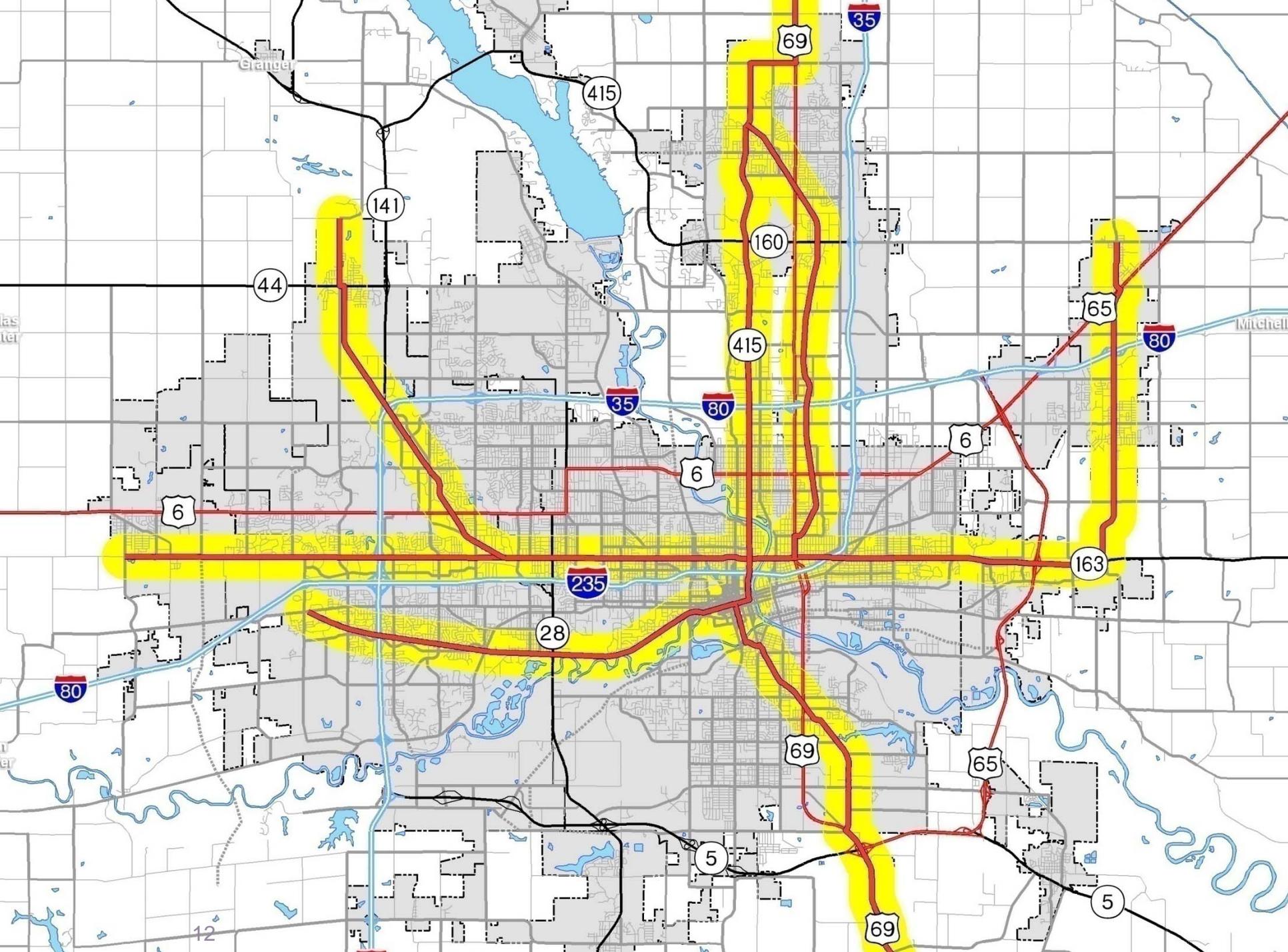


Funding Challenge – Federal Money

- After Federal Stimulus
- Reauthorization:
 - 2009 or 2010
 - Reform will happen, the question is how
 - All federal transit programs reward state investment – especially major investments (rail, major facilities, BRT)
- Chairman Oberstar: Stimulus is “Rehearsal” for Reauthorization: 25% to Transit

Downtown Regional Transit Hub





Downtown Tram



Possible Solutions – Capital Program

- Creation of an Iowa Transit Capital Program to Fund:
 - Vehicles
 - Equipment
 - Technology
 - Surface Park & Ride Lots
 - Match Fed. \$\$
- Might be best first step towards leveraging federal \$\$ & advancing public transit in Iowa.

Rebuild Iowa Infrastructure Program

- \$700M Bond Fund could fund major facility construction not eligible for stimulus:
 - Move Davenport's Facility from Illinois
 - Create economic development by constructing Des Moines ' LEED Transit Hub
 - Meet ridership demand in Ames with expanded facility
 - Buy expansion buses



People Want This

- **Climate Change Council Report Supports State Transit Capital Fund**
- **Des Moines MPO – 2035 LRP**
 - **Considering transit-friendly principles to guide new LRP.**
 - **16-1 Ratio of Pro-Transit Citizen Comments vs. more roads.**
- **DART's Rapid Transit Study**
 - **400 Attendees @ Public Meetings**
- **80+ Applicants for DART's New Riders Advisory Committee**
- **Nationwide Insurance's Private Investment Demonstrates Commitment**



Why the State Should Act

- Job Creation:

- \$50M+ Transit Infrastructure Projects.
- Federal Investment will require state support.

- Economic Stimulus

- Like roads, transit returns more than \$6 in economic productivity per \$1.
- Allows all to enter/remain in the Iowa workforce.



Why the State Should Act

- Helping lowans during Economic Crisis:

2/11/09 Email: “My wife has been riding the Pleasant Hill service for the last couple of days and wanted me to convey to you thanks for saving her time and money...”

Why the State Should Act

- **Mobility for Aging Population**
 - DART & Polk County are keeping over 1,000 seniors in their homes.
- **Save the Environment**
 - Riding DART to work vs. car reduces footprint by 10 pounds.
- **Congestion Relief**
 - Only proven, long-term way to manage congestion



Why the State Should Act

- Competitive University Communities
- Emergency Response
 - Transit provides key asset for evacuations.
- Vibrant Downtowns
 - Incentive for Wellmark
 - Retains Creative Class



Thank You

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